

MEMORANDUM

TO : AVP-TPE
FROM : BM-SGN
SUBJECT : Monthly Report

DATE: 16 January 1970

REF. No. BMSGN/70/24

Saigon Base Monthly Report for December 1969 is forwarded in
three copies for your file.

ORIGINAL SIGNED BY
E. J. THEISEN
BM-SGN
E.J. Theisen

SAIGON BASE
MONTHLY REPORT
DECEMBER 1969

I. GENERAL

1. January 70 started with a real bang with heavy gunfire all over the city of Saigon. Fortunately, it was friendly fire although quite frightening to many Saigon residents. I am sorry to report this irresponsible performance was 100% American.

2. Otherwise the year ended quietly without serious incident. In reviewing progress and improvements for 1969, we feel that many noteworthy accomplishments were made. To recap the highlights;

Saigon

- (1) We received and installed a 60 KW and a 30 KW generator for our initial backup power, when city power fails.
- (2) We renovated an old GMD Shop Bldg and made it into a nice Administrative Bldg for all Personnel Dept activities.
- (3) We received a link trainer and installed it in the OPS Bldg - tail number of the bird is "007".
- (4) We erected revetment walls along the majority of our property perimeter.
- (5) We have installed ramp flood lights on almost every ramp and perimeter wall.
- (6) We had a new Bldg built for the Fire Brigade Dept, which includes vehicle shelter.
- (7) A magnuflux machine was received, made operational and a room constructed for that activity.
- (8) The old GMD Warehouse was renovated into a nice Cafeteria Annex facility, serving Vietnamese style food only.
- (9) The West Ramp (dust bowl) was finally concrete paved by A&M Enterprises and is being well utilized.
- (10) A new large (50,000 Gal) elevated water tower and deep well was constructed by TSN Authorities AAM shared cost in terms of advanced water rent. This has nearly resolved all our water supply problems of the past.

- (11) Some additional toilet facilities were constructed adjoining the RMD hangar. A welcome relief to the other limited facilities.
- (12) The city power transformer was replaced with a company financed 300 KVA unit and hopefully soon a 400 KVA transformer will be available. A big improvement in our previous marginal power supply problems
- (13) At years end, we finally installed our new PABX telephone system (100 drop unit). Telephone communications have been tremendously improved by this new system.

Can Tho

- (1) We saw the opening of a new station on 10 Jan 69 at Can Tho. Mr. John Carter is the Senior Company Representative there and also the Supervisor of RMD.
- (2) The new RMD/Supply Bldg there was completed in May. It houses Supply, RMD and AED Functions.

Nha Trang

- (1) A new lean-to was constructed onto the RMD Hangar.
- (2) The ramp lighting and rewiring project added considerably to general improvement there.
- (3) A new enclosed employees scooter shed was built.

Da Nang

- (1) The new aircraft concrete ramp was completed.
- (2) A new lean-to was built onto the RMD hangar for use by RMD, PEMD and AED.
- (3) Ramp floodlights, blast fence and public address system were installed there.

Two 204B helicopters were transferred to Udorn. We now have seven Bells as does Udorn Base.

3. All the Beech C-45 aircraft were moved to TMN for storage. The Helio H395 aircraft were transferred to VTE, except for two which were put into storage here.

Only three Beech Ten/Two aircraft are left here. Two of these are in storage and the last one is on contract until end Jan 70.

Overall flying hours slowly dropped from Jan through May and then settled around 6200-6400. The rest of the year June thru Dec was in this same range.

4. The year saw considerable progress in development and advancement of our [redacted] employees. Much emphasis was directed towards training. We now have eleven (11) female mechanics in RMD Shops, seven of which are Sheetmetal Mechanics. [redacted]

5. Total block time was 6332 in December 69 as compared with 6238 in November.

6. BASEN Merrill Hulse departed on 18 Dec 69 for extended leave which will keep him absent from the company for at least five months and very probably for a longer period. Mr. Hulse has been with the company for seventeen years serving as Assistant Supply Mgr., Tachikawa; Station Manager, Seoul, Korea; President's Office; Assistant Base Mgr. Udorn; and Base Manager Saigon 1965-1969. The entire staff at Saigon wishes him the very best in his future endeavors. The undersigned E.J. Theisen, has been designated to function as Base Manager SVN. It became immediately apparent that certain decentralization of authority via delegation to Departments is necessary to prevent an administrative hang-up. A new Base Manual Notice is being printed and will be circulated to all concerned. It should be noted, last year at this time the BM Office was staffed with seven personnel including BM, ABM, and AA/BM. The AA/BM position, has been abolished plus several clerk positions. Our current office staff stands at one Acting BM plus two [redacted] female clerical assistants. Meanwhile, the administrative workload (despite a decline in flying hours) continues to rise due greater sophistication in company and customer management and administrative policies, procedures and requirements.

Acting BM is becoming more and more strapped to his desk (Sundays included) with less & less opportunity to move about within the SVN AAM complex or to maintain an adequate personal rapport with customers and associate company representatives. Decentralization with discrete delegation of authority will help but will not come close to resolving this problem. A proposal to correct this situation is being finalized for forwarding to the Head Office.

The imposition of a stiff Austerity tax (up to 400% on some items) plus strong rumors concerning the devaluation of the piaster has created a highly evolutionary condition within the local economy. I do not think anyone knows the full impact of this development. There are as many opinions as there are experts and we have an abundant supply of both. Actually I doubt if anyone knows exactly where we are now and what direction we are headed. Meanwhile, the "Free Market" rate is running at 350 to 400 to one US Dollar. The situation is reminiscent of the status of the currency on the Chinese mainland in 1944 and 1945.

7. On 17 December 69 Saigon experienced its first rocket attack since 15 August 1969. One 122mm rocket landed six kilometers southwest of Tan Son Nhut. On 19 December four 122mm rockets landed

on Tan Son Nhut causing five US wounded, one Vietnamese killed and twelve wounded. Tan Son Nhut was last hit on 29 June. Terrorist incidents occurred in Saigon on 8, 16, 22, 23 and 24 December with the employment of explosives against the civilian population. These incidents were largely ineffective.

II. GENERAL AFFAIRS

1. [REDACTED] a 15 years veteran of Air Vietnam was appointed Director General of the company as a result of Air Vietnam strike in December. No immediate solution, however, is in sight for the employees' demand for a 50% salary increase. The company basic salary is far from being competitive but its cost of living allowance now stands at 200% thereof. A 50% salary increase, therefore, means a 150% increase in pay.

2. The new austerity tax promulgated by the GVN on 24 November, 1969 on the strength of the decree-law 20/61 was in serious trouble. The Supreme Court to which the decree-law as referred by the Senate for review of constitutionality and legality has declared it barred by limitation thus depriving the Executive action of its legal basis. The Senate is working on a compromise bill with reportedly a much lower tax rate (half of the Senate members are up for re-election this year).

3. Meanwhile the 1970 budget forecasted on the basis of the high tax rate has already been approved by both Houses. The pressure for inflation and devaluation of the piastre is mounting.

III. FACILITIES DEVELOPMENT

1. AR 7658 - Antenna Mast for Danang Station
Mast was erected on schedule, 11 December 1969.

2. AR 7659 - Antenna Mast for Nha Trang Station
The Base was poured on 11 December 1969. The mast was erected on 9 January 1970 using a 35' mobile crane borrowed from PA&E.

3. AR 2077 - Completion of Base Area Lighting (SGN)
Lights have been placed around the perimeter of the Northeast Ramp. RCMD crew is in the process of installing electrical connections.

4. AR 2236 - Additional 200 KVA Transformer (SGN)
On 16 December 1969, the SDL (City Power Company) arbitrarily installed a 300 KVA transformer in lieu of a 400 KVA transformer. They also informed us that a 400 KVA transformer will be installed when it becomes available probably next month.

5. Project 6695 - Renovation of the Operations Bldg. (SGN)
This project awaiting TPE approval.

6. Project 6702 - 204B Touchdown Pads (SGN)
This project awaiting TPE approval.

IV. SECURITY

1. Rumored Public Disturbances - The rumor from mouth to mouth that the Vietnamese currency will be devaluated to the lowest point after RVN Government puts into circulation the 1,000 bank notes which are expected to be issued soon this coming year, and the cost of living will be higher.

V. MEDICAL

1. Number of visits: 1670
2. Accidents: 74
3. Hospitalization: 1
4. Outcalls: 4
5. Physical examinations: 21
6. Sick leaves: 292

VI. PERSONNEL

1. Business for the month was a bit slow owing to the holiday season. "part from routine activities our efforts were directed toward overseeing the Vietnamese Employee Representatives' Election and decking the Personnel Office halls with boughs of holly.

Employee participation in the election was somewhat less than impressive. Only 38.2 percent of the electorate in Saigon got out to vote. Most of the primary representatives elected are repeaters from past years.

2. Personnel Strength - Saigon Base

Classif.	[REDACTED]								Total	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
Permanent	39	141	138	14	138	2	14	4	329	161
	[REDACTED]								Total	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
Permanent	528 [#]	14 ^{**}	2		2		1 [*]		533	14
Temporary:	[REDACTED]									
	GRD				GRD					
	1				3					

(*) : [REDACTED] Ground personnel: 866
 (**) : [REDACTED] Flight personnel: 175
 (#) : [REDACTED] Total : 1041

Danang Sub-base

Classif.	[REDACTED]				Total
	GRD	GRD	GRD	GRD	GRD
Permanent	4	14	19	82	119

Nha Trang Sub-base

Classif.	<div style="background-color: black; width: 100%; height: 1em;"></div>				Total
	<u>GRD</u>	<u>GRD</u>	<u>GRD</u>	<u>GRD</u>	<u>GRD</u>
Permanent	4	12	24	61	101

Can Tho Sub-base

Classif.	<div style="background-color: black; width: 100%; height: 1em;"></div>			Total
	<u>GRD</u>	<u>GRD</u>	<u>GRD</u>	<u>GRD</u>
Permanent	1	10	2	13

VII. TECHNICAL SERVICES

1. Aircraft Maintenance, fixed wing - December has been an average month in expending skilled manhours on aircraft maintenance. Although work-load has varied, from light to moderately heavy, it has been possible to fully utilize the manpower most of the time

2. Rotary wing - Approximately 1085 helicopter hours were flown during December.

N8512F was transferred to Udorn the first part of the month, this leaves a total of 7 helicopters based at Saigon now. Two Saigon helicopters (N1303X and N1305X) went over 7000 hours airframe time during the month.

The change over to Esso 2380 oil was completed during the prescribed amount of time listed on SL-20B-004 so far no problems with any excessive carbon etc.. in any filters.

3. Shop Section - The overall RMD Shops activities remained on an even par. No annual inspections were performed this month, however, two form 337s were forwarded to the FAA Manila Office. These reports covered the installation of the B2C Automatic Flight Control System on aircraft N393R and N153L.

Since this is the final monthly activity report for the year 1969, it is a good time for reminiscing. Progress has been made in all areas and this is as it should be. Perhaps the best way to measure progress is by comparing the end product.

If one achievement during the past year were to be selected as the most significant, it would be the training of personnel as replacements for journeyman TCNs. One year ago there were in the Sheetmetal Shop.

This progress is not limited to only one shop. The combined RMD Shops complex has increased from a 17.2 percent staff one year ago to 41.2 percent today.

4. Planning - The present personnel strength of the Maintenance Planning Department in Saigon is 14 in comparison to the 19 persons in April 69, this personnel reduction percentage equals to the reduction of aircraft assigned in SVN.

Since the support from MMB by transferring to SCN a reconditioned stencil machine on exchange basis, the Publication Unit has been in its most efficient operation. It saves an estimate of US\$300 permonth.

In December, the scheduling and Production section pre-planned, scheduled and processed, for aircraft of all types: 500 overnight services; 28 number 1 services; 22 number 2 services; 2 number 3 services; 2 number 4 services; 7 engine changes (2 for 204B); 7 propeller changes; 59 BA's; 130 SI's; 16 EI's; 219 time controlled components change on 204B; two T53 engine hot section inspections; 12 DRR's; and 383 shop work orders; 204

5. General Maintenance - A 300 KVA Transfer was installed 16 Dec. 69 in the vault by the City Power Company. A 400 KVA transformer will be installed soon as replacement.

A 200m² power cable is being laid between the utilities building and GMD complex.

Building and Grounds Manitenence Excavation of another manhole infront of the hangar is in progress.

The water supply problem is being worked on. A gate valve was installed on the piping system at the TSN well and their operators have been instructed on the pumping schedule. With proper monitoring of theconsumption, AAM will have water available from 0600-2200 from the elevated tank.

6. Technical Training - The following courses were completed during December: (a) Garrett TPE 331: Two courses were held at Can Tho; (b) Courses in Progress (Auto Maintenance): This course for GMD auto mechanics.

On 13/14 Dec. the FAA written examination was held in Saigon. Fourteen AAM students from the Powerplant course completed the written part.

Three FAA oral and practical mechanics successfully passed written and practical examinations and received their FAA mechanics licenses.

1969 was a year of increased training for our [REDACTED] employees with a total of 296 [REDACTED] receiving technical training in Aviation training.

The completion of our first helicopter flight mechanics course enabled four TCNs to qualify for flight mechanic.

7. Supply - Stock Control

In December, Stock Control's workload showed a slight four percent decrease in its overall transactions as compared with the previous month.

In early part of this month, there were a total of 262 line items needed for the project; 126 line items were available in stock; 26 line items NIS and 111 line items found never carried in this station.

Procurement Section of Supply-Saigon experienced a high increase (42%) in the number of transactions during this reporting cycle. A total of 301 line items of commodities were purchased from local market in comparison with 212 line items procured last month.

Total value of commodities purchased from the Saigon/Cholon market amounted to VN\$921,527.00.

A decrease of ACP cases was noted the past month with five aircraft grounded caused by the lack of six rotatable or recoverable parts with no revenue hours lost.

Shipping and Receiving

This section's workload remained at the same busy level than during the previous months. Ever increasing emphasis has been given to this Section's personnel training in the correct handling and documentation of cargo.

The flow of critical items remained also constant and is being watched closely for faster processing back to MMB.

The movement of Personal Effects is still very much in evidence. Improved or new methods of handling Personal Effects to and from the SVN satellite stations are under discussion with the "door-to-door" VANPAC SEA representative.

The Customs Unit is kept hoping and is doing a remarkable job despite the holidays' congestion.

VIII. TRAFFIC/AAM

	November	December
Passengers departure SGN (All contracts)	6,007	5,997
Passengers arrival SGN (All contracts)	6,677	6,754
Outbound cargo SGN	81,893	64,725
Inbound cargo SGN	86,146	86,628

2. TRAFFIC/USAID

	Cargo (including AF Caribou A/C)	
	November	December
Outbound (lbs) SGN	1,534,916	1,717,396 lbs
Inbound (lbs) SGN	101,577	538,788 lbs

IX. OPERATIONS

1. We can expect a smoother running operation with our new telephone system. All incoming calls are routed thru Operations when the Air America Telephone Operator secures for the day and these calls can be transferred to other departments. Outgoing calls have been much simplified by the new automatic dialing system.

There were 28 controllable and 58 non-controllable delays with a total of 929 Saigon departures.

2. There were considerably less GTD complaints during the month. The earlier survey made on improving GTD certainly has a bearing on it becoming a smoother operation. New rules governing GTD have been made a part of the Base Manual. A study is underway now to reduce our Microbus fleet as a means to cut costs in this department. Subsequently, this opportunity will be used to release some of the less desirable drivers, however positions will be maintained to hire more suitable personnel to bring the department up to it newly established operations strength.

3. Flight Time Report (See attachment A)
Aircraft Incidents Report (See attachment B)

4. Accident Reports

Date	A/C Type/No.	Location	Remarks
05	PC6/N153L	V-167	One prop blade tip dented beyond limits on T/O or landing.
06	PC6/N192X	V-248	A/C arrived V-248 with left tire flat. Sharp object caused 3/4' puncture in sidewall.
08	VTB/N7770B	V-05	A/C arrived V-05 with right main tire flat. Tire blew out at large flat spot probably caused by excessive braking.
12	DHC-4/N539Y	V-05	Left nose gear damaged - stayed open on retraction. Inspection revealed erroneous pin-ball-lock had been installed. Wrong part P/N BLS4R1.25N, correct part P/N BLS4R1.5N.
13	PC6/N153L	V-56	Tail wheel dropped into 6' rut while turning around for T/O. Tail section buckled rt side fwd of tail wheel post and under right stabilizer tail wheel strut piston bent.
16	VTB/N9838Z	V-20	Cabin door came open on T/O roll, slight damage. Door not properly closed and latched.

16	DHC-4/N539Y	V-01	Both nose gear doors failed to open on retraction, both extensively bent. Link assy's P/N C4B1215-1 found bent, probably undiscovered after door incident on 12 December. Leadman received 3 days LWOP.
16	C-46/B928	V-27	Same damage reported in paragraph 5.
20	C-46/B910	V-01	Marketeer struck belly of A/C below passenger door, very slight dent in A/C, steering column of Marketeer bent back, and driver slightly injured. He stated Marketeer went forward when he placed trans handle in reverse. Marketeer transmission handles move forward for reverse and rearward for forward which is unnatural movement of control lever.
21	VTB/N9838Z	V-07	Right prop struck runway during landing, prop and nose section substantially damaged. Investigation complete, scheduled for Board Review on 9 Jan.
22	C-47/083	V-01	Left elevator found with 3' tear and trailing edge bent. Crew had no knowledge of damage, cause undetermined, suspect damaged on V-01 ramp by vehicle or cart.
23	PC6/N391R	V-17	Left horizontal stabilizer incurred a 1sq ft hole 6' deep on landing at V-17, suspect struck by rock
25	PC6/N185K	V-01	Right wing tip and aileron damaged by forklift. AAM driver received 3 days LWOP.
27	204B/N1307X	AT8647, SVN	Fatal injury incurred by VN National, ran into tail rotor. No A/C damage. Report being prepared.

5. Ground Transportation

Aggregate microbuses mileage:	22774 km or 14233 miles
Microbuses downtime:	378 hrs 24'
Microbus pax-carried:	3256 pax
Isuzu bus mileage:	6434 km approx. 4021 miles
Isuzu bus downtime:	255 hrs 72'
Isuzu bus pax-carried:	10520 pax
Supply vehicles mileage:	2859 km approx. 1786 miles
Supply vehicles downtime:	52 hrs.

X. FLYING

1. MFDSVN was absent during the first part of December and returned in time to step into the middle of the messes.

A week visit of AVPFO to Saigon and sub-stations was probably the single highlight of the month. It is believed he should now have a better current understanding of our problems. Equally important, the fact that anyone from the Taipei management level actually spent a considerable amount of time "out-amongst-um" gave a boost to crew morale when it was badly needed.

2. We finished the year without the myriad scheduling problems of attempting to stay within the flight time limits that plagued us a year ago. One captain had 1000 hours + 58 minutes. All others stayed under the limit.

XI. FISCAL

1. Budget matters - Total net reduction of work force during December was 31 persons. An analysis of salary costs by department was prepared and shown to weekly staff meeting. This created much interest in the total cost reduction program. Each department was asked to prepare a written evaluation of his department manning requirement and additional savings he can make during the last quarter of our fiscal year.

ORIGINAL SIGNED BY
E. J. THEISEN
BM-3GN

E.J. Theisen
Base Manager - Saigon

SAIGON BASE FLIGHT TIME REPORT
DECEMBER 1969.

1. Contract 7001 -	A/C No.	Revenue		Non-Revenue	
		Block Time	Flight Time	Block Time	Flight Time
	N67984	81+09	67+10	4+25	3+03
	N67985	187+29	157+58	3+50	3+00
	B910	121+44	103+37	1+20	1+04
	B928	141+35	119+47		
	B138	130+01	108+41		
	B146	110+37	94+50		
	6147	148+31	128+25		
	8084	136+04	125+56		
	5559	179+27	161+49		
	5994	105+04	87+32		
	6083	156+59	135+57		
	B829	87+47	71+26	4+15	3+42
	N539Y	68 +36	55+36	22+17	20+34
	N544Y	27+08	21+52	24+37	22+51
	N9518Z	144+39	124+50	2+12	1+25
	N6154U	80+08	67+16	7+04	5+31
	N9956Z	100+26	87+01	5+02	4+07
	N7770B	71+10	57+56	8+22	7+09
	N9577Z	107+01	89+20	1+46	1+02
	N9838Z	59+26	49+29	18+47	16+28
	N3728G	40+15	35+34	1+05	0+45
	N9664C	0+46	0+44		
	N3674G	68+10	58+35	11+45	9+44
	N7695C	95+15	79+29	3+59	3+07
	N91295	44+31	38+59	11+01	9+07
	N9573Z	10+50	10+14		
	N5269V	6+10	5+22	11+58	10+55
	N285L	69+04	58+30	3+07	2+05
	N391R	133+40	119+43	1+55	1+04
	N394R	10+22	9+36		
	N9444	124+21	107+15	3+36	2+57
	N198X	96+46	88+04	1+09	0+42
	N153L	110+04	98+19	3+43	2+08
	N180K	76+42	70+44		
	N12450	5+01	3+45	0+41	0+31
	N748N	153+21	131+56	3+47	3+05
	N152L	18+02	14+46	0+50	0+37
	N184L	182+17	154+31	4+36	3+54
	N185K	156+02	143+06		
	N192X	113+36	99+00		

ATTACH. "A"

N393R	96+14	87+55	1+08	0+50
N194X	76+43	70+17		
N1303X	117+31	117+31		
N1304X	196+32	196+32	2+50	2+50
N1305X	172+36	172+36	4+30	4+30
N1306X	14+19	14+19	3+30	3+30
N1307X	123+59	123+59	6+10	6+10
N8512F	14+51	14+51	1+30	1+30
N8514F	119+04	119+04	2+10	2+10
N8535F	91+36	91+36	2+20	2+20

Sub-total	4783+41	4253+20	191+17	164+27
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2. Contract 7002 -

B928	1+33	0+49
N539Y	17+07	14+17
N544Y	46+33	40+26
N3674G	22+26	19+57
N7695C	1+02	0+43
N91295	64+09	55+12
N9518Z	13+49	12+53
N6154U	23+22	20+15
N9956Z	22+16	19+21
N7770B	48+49	41+23
N9577Z	2+44	2+17
N9838Z	4+25	3+55
N3728G	50+49	43+40
N6622C	8+49	8+07
N5269V	4+17	3+33
N748N	18+27	15+02
N152L	55+10	51+03
N184L	14+58	11+41
N185K	8+35	7+03
N192X	35+51	29+34
N393R	9+56	8+15
N194X	102+49	95+17
N285L	92+16	87+14
N391R	7+04	5+49

N394R	79+33	73+00
N9444	47+55	41+07
N198X	5+42	4+41
N153L	15+18	13+03
N180K	37+03	34+31
N12450	68+53	63+34
N8512F	6+50	6+50
N8514F	17+09	17+09
N8535F	42+48	42+48
N1303X	23+29	23+29
N1305X	1+35	1+35
N1306X	89+55	89+55
N1307X	23+14	23+14

Sub-total	1136+40	1032+42
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3. Contract 7003 -

B928	10+55	8+56
N539Y	9+48	8+31
N6154U	8+51	5+57
N9956Z	4+57	2+57
N7770B	16+46	11+35
N9577Z	10+01	7+17
N9838Z	1+30	1+19
N3728G	2+14	1+31
N7695C	6+00	3+54
N91295	1+00	0+43
N5269V	2+55	2+30
N285L	2+19	1+44
N152L	1+20	0+56
N1304X	13+16	13 +16
N1307X	1+35	1+35

Sub-total	93+27	72+41
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4. Contract 0005 -

N6622C	52+07	45+53
N1304X	1+36	1+36

Sub-total	53+43	47+29
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5. Contract 0069 -

N9664C	73+03	61+36
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Sub-total	73+03	61+36
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TOTAL REVENUE BLOCK TIME	6140+34
" " FLIGHT TIME	5467+48
TOTAL NON-REVENUE BLOCK TIME	191+17
" " " FLIGHT TIME	164+27
GRAND TOTAL BLOCK TIME	6331+51
" " FLIGHT TIME	5632+15

Flight Time by Type of Aircraft

<u>Type of A/C</u>	<u>REVENUE</u>		<u>Non-Revenue</u>	
	Block Time	Flight Time	Block Time	Flight Time
C-46	785+03	661+48	9+35	7+07
C-47	87+47	71+26	4+15	3+42
Bailed C-47	726+05	639+39		
DHC-4	169+12	140+42	46+54	43+25
VTB	1190+00	1005+38	71+03	58+25
10-2	85+08	75+39	11+58	10+55
Porter	2025+24	1801+01	24+32	17+53
204B	1071+55	1071+55	23+00	23+00
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TOTAL	6140+34	5467+48	191+17	164+27

Original Signed By
L. G. PARRISH
L.G.Parrish